



## ***NORTH STAR***

Stern wheel rafter, wood hull, 1906-1917? Built in Dubuque, IA, 140' x 32' x 4.2'.

She got the cabin engines and boilers from the GLENMONT. This was one of the last rafters. She was sold to the Burlington Railroad in October, 1911 and went to Metropolis, IL, and there served several years until bought by the Patton-Tully Transportation Co. of Memphis and renamed EUGENIA TULLY.



# LOG RAFTING



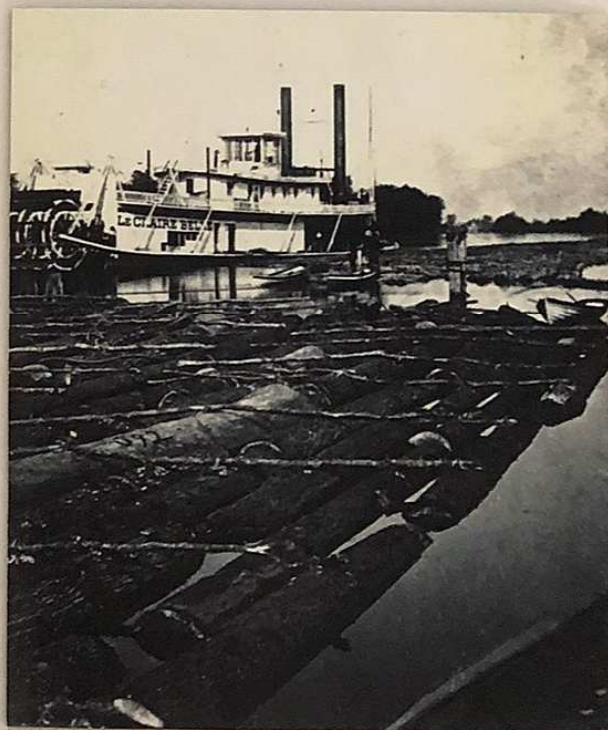
LEFT: The steamer LUMBERMAN and unidentified tow boat towing lumber raft past present day Bettendorf, IA, Circa 1893.

## LUMBERMAN

Sternwheel rafter wood hull 1866-1894. Built in Oshkosh, WI, 127.5' x 27.7' x 4.4', 73.37 tons. First home was Oshkosh, April 11, 1871. In 1872 she was owned by S.L. Nevens, La Crosse, WI. When the JAMES MALBON exploded, Nevens brought her down from La Crosse with a doctor and the families of the unfortunates to the scene at N McGregor. Owned in 1883 by J.C. Daniels of Keokuk, IA, Capt. Hiram Brazee, master. In 1890, same owner, Capt. Gara Denberg, master. Sold to Capt. B.B. Bradley, Calro, IL and removed from documentation 1894. It is believed her machinery went into the towboat FRITZ, which was built for Capt. Bradley at Howards, Jeffersonville, IN, 1894.

## LE CLAIRE BELLE

Sternwheel rafter. Built in 1873 at Le Claire. 171 tons, 171 tons. 125' x 22.5' x 4.0'. Later, 126.5' x 31' x 4'. According to Sam Van Sant, one of his best boats. Engines 14" diameter cylinders, 4' piston stroke, two boilers. I. H. "Windy" Short was captain in 1882 and 1893; George Rutherford in 1880. Towed to Fort Madison, Iowa in 1880 and dismantled at Le Claire in 1890. First boat Captain Walter Blair worked on.



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